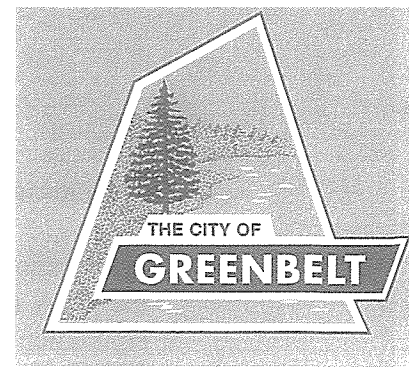


CITY OF GREENBELT

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886



March 3, 2016

Office of the Secretary
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, DC 20001

CITY COUNCIL
Emmett V. Jordan, Mayor
Judith F. Davis, Mayor Pro Tem
Konrad E. Herling
Leta M. Mach
Silke I. Pope
Edward V.J. Putens
Rodney M. Roberts

To Whom It May Concern:

Thank you for arranging a presentation and hearing on the proposed development plan for the Greenbelt Station. Below are preliminary comments from the City of Greenbelt. Due to the timing of the hearing, the Greenbelt City Council will not be able to formalize its comments until March 14, 2016, and a subsequent letter will be sent on March 15, 2016.

1. The Greenbelt Metro Station currently functions as a multi-modal transit hub. It integrates WMATA facilities with the MARC train system, it services the transit systems of Howard, Montgomery and Prince George's Counties, and interstate bus systems such as Bolt and Megabus. These are all important economic drivers for Greenbelt and the surrounding areas. These need to be efficiently accommodated in any future hub. However, the proposed non-WMATA user parking fee as currently structured will be a disincentive to this facility serving as a multi-modal hub. The fee should be reconsidered or mitigated in a way that it does not hinder these crucial activities. Similarly, because of these various modes of transit, as well as the connection to BWI airport via the B30 bus, some provision needs to be made to retain the "long-term" parking that currently exists.
2. The connecting tunnel between the WMATA station and the MARC train platform must allow for 24 hour access for pedestrians and cyclists wishing to cross between College Park and Greenbelt sides of the station.
3. One of our values as a community is a commitment to walkability. We want to encourage commuters to travel to the station as pedestrians or cyclists. It is very important to facilitate this by making connections safer and more pleasant than they are now. The pedestrian and cyclist access along Metro Access Drive, between Cherrywood Lane and the WMATA station, should be protected and enhanced (e.g. – use landscaping or other means to separate pedestrian and bike access from the proposed 495 interchange). This needs to happen in order to encourage commuters from the Federal Courthouse, Capital Office Park and residents from the historic section of Greenbelt to consider not using their cars.

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www.greenbeltmd.gov



4. The parking structure should include electric vehicle charging stations.
5. The Station is overdue for renovations and this work needs to begin soon, regardless of the GSA decision about the FBI relocation. Greenbelt residents must not have a less convenient commute than they have at the present as a result of the consolidation of the FBI headquarters.

Thank you for the opportunity to offer these comments.

Sincerely,

A handwritten signature in dark ink, appearing to read "Emmett V. Jordan". The signature is fluid and cursive, with the first name "Emmett" and last name "Jordan" clearly distinguishable.

Emmett V. Jordan
Mayor

/amb

cc: City Council
Honorable Todd M. Turner
Honorable Patrick Wojahn, City of College Park
Honorable Jodie Kulpa-Eddy, Town of Berwyn Heights
Celia Craze, Director of Planning & Community Development
Garth Beall, Renard Development